

room flooded, the upstream valve had been tagged out for 23 months.

Because of this mishap, the CO ordered several changes to the zone-inspection program:

- Inspections must be done in a strict sequence. This move prevents any zones from going uninspected for long periods.
- Revised zones ensure the whole ship can be inspected in eight weeks. This change makes allowances for inspections that have to be cancelled because of operational commitments.
- New criteria define safety, material and damage-control discrepancies.
- When an area receives an unsatisfactory inspection, it must be reinspected within 48 hours.

This mishap also prompted training sessions to review standard procedures for notifying both the administrative chain of command and the emergency organizations during mishaps. The training was designed to eliminate the fear of reporting bad news. Here are other actions directed by the CO:

- A one-time review of tagout logs and inspection of seldom visited spaces to look for similar hazards.
- Department heads must be told about any tagout in effect for more than 30 days. Regular audits ensure that preventive- or corrective-maintenance actions get red-tagged if they aren't closed out in a timely fashion. ☺

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How To Do Zone Inspections

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So you've been assigned as a zone inspector. Now what? How do you inspect all those spaces effectively without taking an entire day? What do you look for?

Inspectors need to be alert for critical hazards. The following items should get first priority when you develop your zone-inspection discrepancy list:

Is the compartment free of frayed, loose or dead-end wires?

Are all white and red compartment lights working?

Are all compartment exits properly marked and free of obstructions?

Are all trunk-safety nets in place?



One area you should include on your zone-inspection discrepancy list is damage-control items. Repair-locker equipment, like this Sailor is checking, needs to be stowed properly and aligned.

Are all precautions, warning signs, and operating instructions posted?

You also need to look at three main areas: material condition, damage-control items, and cleanliness. Here are specific items you need to check:

Are all compartment check-off lists (CCOLs) posted at each access to a compartment?

Is the bulls-eye complete and correct (e.g., including space number, frame numbers, and division responsible)?

Does the compartment number on the CCOL match the number on the bulls-eye?

Are all the numbers on classified fittings clear and legible (e.g., not painted, taped over, or more than 50 percent faded)?

Is all fire-station equipment properly stowed and aligned?

Are all relay-operated, portable battle lanterns capable of providing sufficient light on an object

installed on the deck at the head and foot of ladders, except where the foot of the ladder enters an engineroom bilge, if it's near an access hatch or scuttle, or if the deck already is covered with nonskid.

Are all ventilation access covers and diffusers installed and secured?

Are all valve handwheels installed and color-coded? (*The guide supplied to all inspectors should include a table of color codes, which can be found in NSTM 505.*)

Are all decks clean and free of dirt, oil and debris?

Are compartment-responsibility signs posted? Are all pipes properly marked, and is the direction of flow indicated?

Is all lagging in place and in good condition?

Are all racks, lockers and cabinets secured?

Are overheads free of high dust?

Are horizontal surfaces clean and free of dust?

Is there gear adrift or items not secured for sea?

Are trash cans emptied and clean?

Is trash properly separated at sea?

Are all coffee, soda messes, and microwave ovens approved through the XO, with the approval form posted near the equipment?

Is the compartment free of corrosion?

Are terrazzo deck coverings free of cracks or gouges? Are they worn or dull?

Is a citric-acid tablet placed in urinal bowls?

Are urinal flushometers remaining open between five and seven seconds?

Although these guidelines may seem overwhelming, you have to remember that your job as a zone inspector is to protect shipmates and improve their living conditions. ☺

The author was assigned to USS Dwight D. Eisenhower (CVN 69) when she wrote this article.

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approximately 4 feet away without loss of intensity?

Are all deck-drain covers and hold-down screws in place? Is a T-wrench available?

Are there enough emergency escape breathing devices, and is their PMS on track?

Are all ladders and handrails sound (e.g., with no loose, missing or damaged parts)? Note: Three slip-resistant (nonskid) deck coverings must be